MANUAL OF ROAD AND CANAL SIDE ARBORICULTURE 1950

CHAPTER I

PRELIMINARY

The importance of the provision and maintenance of trees along roadsides, because of the welcome shade afforded thereby to wayfarers, the substantial addition to the beauties of the landscape, and the mitigation of the discomforts of long journeys by road, needs hardly to be stressed. In recent years, great havoc has been caused in some tracts by the mutilation and indiscriminate cutting down of trees as a result of famines and due to acute shortage of fuel.

2. Government therefore desire that the old practice of planting and maintaining avenues along public roads and canals shall now be restored and taken up on a systematic basis and have ordered the revision of this Manual with the object of securing steady progress, and ensuring that effort shall be concentrated and properly directed on a pre-arranged plan.

3. This work must, in future, be treated as an integral part of maintenance, and should be considered, in allotting funds, in conjunction with the maintenance of the roadway and canals. The main object is to provide a continuous avenue of healthy shade giving trees, especially in the hot weather, each having ample room to develop its natural shape and beauty of flowers. The authority in charge should keep a separate account of its income from and expenditure on arboriculture; *vide* Appendix A.

4. It is essential that, as far as possible, the sympathies of the neighbouring population should be enlisted in the preservation of the trees. When a fodder famine is prevalent judicious arrangements should be made to utilise the edible leaves of trees as fodder for the cattle. This does not mean that the trees themselves should be heedlessly mutilated or cut down, but that a temporary sacrifice of sylvan amenity may be gladly accepted in the interest of saving valuable animal life. The practice of lopping or otherwise injuring a beautiful avenue for the purpose of the reception of a high Government official, or the passing of a party or procession in carriages is forbidden.

5. Further experience will doubtless render necessary a revision of this Manual. All officers concerned with such work are requested to forward to the Chief Engineer Public Works Department notes of errors found or improvements suggested. Amendment slips will be issued from time to time ; these should be pasted in their proper place, and a note of them made in the form provided for the purpose.

CHAPTER II

Administration and Control

Administrative and financial control

1. The chief administrative control will rest with the Government in Public Works Department. This control will be exercised through the Superintending Engineer, where the work is carried out by the Public Works Department, and in other cases through the Collector. The financial control will be exercised by the Superintending Engineers.

Technical control

2. The chief technical control will be exercised by the Chief Conservator of Forests through whom all technical questions which require the orders of Government should be referred. Working plans must be submitted for approval to the Conservators of Circles who will advise officers on technical matters when required.

Executive control.

3. Executive control will be exercised by (1) the District Local Board or (2) Municipal Boroughs or (3) the Public Works Department. Arboricultural operations on roads and canals maintained by the Public Works Department will be carried out by the Executive Engineer of the Division. Operations on roads maintained by the District Local Board or a Municipal Borough will be carried out by the agency which maintains the road.